

MAP OF OPERATIONS IN THE FAR EAST IN RUSSO-JAPANESE WAR.

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"CONSULT your maps," was a statesman's advice when frontier and boundary disputes in Asia threatened complications between two great nations. In the present war between Russia and Japan there will be greater necessity than ever to follow the precept, for Manchuria and Korea, the scene of conflict, have been until the last few years as little known topographically as any region of the earth. With the Russian map to assist him the general reader will find little difficulty in tracing the movements of the contending armies as they are reported from day to day. It has been especially prepared for the best and most authentic sources, and is based on a Japanese War Office map, a map of the Far Eastern sphere of Russian influence by the Asiatic Society of Japan, a map of the southern boundary region of Asiatic Russia drawn by the Russian general staff, and British Admiralty and the United States Hydrographic charts.

The roads along which the Japanese line of advance may be expected can be readily followed from Seoul up through Northern Korea to Hsinchiang, or from a junction with the Peking road at the head of the Liao-Tung Peninsula, whence a rearward movement may be made by land upon Port Arthur. The South Manchurian Railway again from the junction at Hsinchiang, where its forks run to Vladivostok on the east and southward to Daini and

Port Arthur, is easily traced to show its strategic and commercial importance. The physiographical contour map shows how mountainous is the country in which the armies are clashing, while the fertile plains from Niu-Chwang to Harbin, whence the Russian army can draw its food supplies, are likewise plain to the eye. An endeavor has been made to obtain consistency in the use of names, but it must be remembered that the region of war has a polyglot population and that Chinese, Korean, Japanese, English and Russian variations of pronunciation and spelling justify the form of the map. As the strategic plans of campaign of Field Marshal Oyama and General Kuropatkin develop to the panorama of the scenes of action may be unfolded on this map of large scale and innumerable details.

Manchuria's Physical Features. Manchuria, as its name testifies, is the proper home of the Manchurians, which is predominant among the inhabitants of its three provinces—the Amur, the Khingan, and the Chien-shan provinces. In its area it is twice as large as Japan. Northern Manchuria is mainly mountainous, and on the west stretches the Great Khingan, a far spreading range, extending from the frontier of China proper along the Amur. The area eastward of the Sungari and a great portion of the south are covered by the mountain system of Chien-shan and its numerous branches. The highest summit of this mountain system is the summit of the Balton-Shan, 1590 feet above sea level, presenting a gigantic column, standing on the frontier of Manchuria and Korea. In the vicinity of which rise the three chief water arteries of the country, the Sungari, the Tumenia, and the Yalu-Tai. This locality is particularly venerated by the population of Manchuria and Korea, as it is consecrated to the forefathers of the Manchurian dynasty reigning in China.

The character of the surface in Southern Manchuria is like that of the northern, mainly covered with low ridges divided into two groups by the Liao River, falling into the Liao-Tung Gulf. The Liao-Tung Peninsula, having the form of a triangle, is also covered with low mountains of a height of between three thousand and five thousand feet. The peninsula has a very dreary character. The mineral wealth of Manchuria may be regarded as very considerable. Coal beds in many places occur along the line of the Manchuria Railway, and iron, silver, tin and gold are to be found on the Khingan and Chien-shan mountains. Gold has been found in gravel and veins near Port Arthur.

Streams and swamps abound, the monsoons bringing a heavy rainfall which causes the rivers to overflow twice a year. While the Amur River makes the chief part of the frontier between Russia and China, its affluent, the Sungari, flowing across the center of the country, is the chief artery. In Southern Manchuria the largest river is the Liao-Tai, having a length of 533 miles. The Yalu, forming the boundary between Korea and Manchuria, is the most important in the present campaign.

The coast line, bounded by the Yellow Sea, flowing round the Liao-Tung Peninsula, is comparatively even in outline, containing only on the south several deep bays on the eastern and western coasts. The bay of Port Arthur is over two versts long and about eleven and one-half versts broad. It is connected with the open sea by a long and narrow passage about three-quarters of a mile long, with a breadth of 30 yards. At the entrance lies the round, steep, suitable for the maneuvering of a great number of vessels. It is well protected from northerly and westerly winds, but dangerous during southerly and easterly winds, which make the water very rough. The roadstead is free of ice all the year round.

Talien-Wan, or Daini, which is forty-five versts, or about thirty-three miles, north of Port Arthur, is better protected from winds and the violence of the waves. It has a wide gulf, with several bays which never freeze and offer every convenience for a commercial port. On the western shore of the Liao-Tung Peninsula, at its southern extremity, are two bays, Pigeon Bay and Liaou Bay, which provide an anchorage for ships, while further north is Company Bay, which is also convenient for ships, as it is sheltered by numerous island groups.